



# Rudder Flutter

Idaho Transportation Department, Division of Aeronautics

*To foster, develop, and maintain Idaho's aviation programs, facilities, and services*

**Volume 45, Issue 1**

**Spring 1999**

## REALITY CHECK

*By Frank Lester, Safety and Education Coordinator*

Recently I had the opportunity to listen in on a phone call from a student pilot who was preparing for his private pilot flight evaluation. The conversation was very enlightening. The student's questions struck me as unusual in that they should have been asked of his instructor and not the Division of Aeronautics. Questions like, "The FARs say that I must fly a dual night cross country of more than 100 NM. We flew from Caldwell to Mountain Home. Is that far enough?" Looking at a chart, the distance measured out to 50.1 NM, direct, one way. We assured the student that the distance met the night cross-country requirements specified in FAR Part 61 and that the check airman probably wouldn't split hairs on a tenth of a mile. His next question, concerning the solo cross-country requirement, indicated some confusion as to what was actually required and what was actually accomplished. The rest of the discussion was a real "eye opener". After referring to Part 61 and reading the solo cross-country requirements over the phone, the student then asked that we fax to him copies of that portion of Part 61 dealing with the solo cross-country. I asked if he had a copy of the current FARs. His answer was "No." I pointed out that when you arrive for an evaluation, you are required by regulation to have current charts and publications, including the FARs, in your possession. The student said he thought his instructor had a current copy of the regulations and would it be all right to borrow his. That is perfectly acceptable, however, it is the student's (soon to be Private Pilot's) responsibility to maintain a current copy of the regulations.

In February, the Division of Aeronautics held a Flight Instructor Refresher Clinic and if anything was taken home by the participants, two thoughts come to mind: 1) We as instructors are the last line of defense in ensuring the safety and success of aviation; 2) If we don't police our own profession and establish, accept and maintain the highest standards of safety and professionalism, those unfamiliar with aviation will set the rules for us, a totally unacceptable solution. This student was ill prepared for his flight check. Part of our responsibility as instructors is not only to prepare a student's flying skills and knowledge but also to ensure that when they arrive, they possess all the necessary tools to successfully complete their evaluation. Every PTS has a checklist the instructor can use to ensure that nothing is left to chance.

Further, haven't we been told that training a student to the minimum requirements prescribed by the FARs produces minimally prepared pilots? What was the purpose of this student's night cross-country training? Was it to "fill a square", training to FAR minimums, or to expose the student to unfamiliar territory, testing their skills? Doesn't training a student at the Boise Airport and then sending them to the same airport on his solo flight for their tower controlled landings defeat the purpose of solo cross-country training? What is the intent of the training, to push a student through at minimum cost or give them the tools necessary to continue learning? Shouldn't we consider their training as an investment, an investment of their money and time into our skills and experience? If they have to ask "How much?" is the cost too high? The investment doesn't end with the successful completion of an evaluation, it continues with a regular flight proficiency program building on a solid foundation that we, as their instructor, should have provided them. Another thought: When a student is sent up for an evaluation, aren't we as their CFI also being evaluated? If we send a student who is ill prepared for their evaluation, then any subsequent students we send will be suspect as to their level of preparedness and proficiency. As a result, they may be more closely evaluated than students of another CFI who has the reputation of sending only the most prepared students.

What type of CFI are you? Is this your student? Let's do each other a favor and take the time necessary to properly prepare each student to successfully complete their evaluation and instill in them the attitude necessary to continue to grow and learn as a pilot. It can only be a Win-Win situation for all of us.



## Gooding Airport Flyers Association

The Gooding Airport Flyers Association (GAFA) was formed in 1996 by eight concerned pilots and aircraft owners. We wanted a way to help promote the Gooding Airport and to turn around what we saw as a deteriorating condition of the airfield.

In three years we have completed such projects as runway guidance signs and painting the main city hangar. We remodeled a storage facility into the airport Community Center which is used for pilot training and pilot's lounge. It also serves as our GAFA headquarters. GAFA's creed is to support aviation, aviation safety, the Gooding Airport and to have fun. We currently have 65 paid members.

Projects for 1999 include a group flight to Caldwell in April, open house and fly-in breakfast in July, GAFA member family fun day in September and an over night flight to Nevada in November. This year GAFA members voted to join the Idaho Aviation Association in its Adopt An Airport Program. GAFA's plan is to help maintain the Magic Reservoir airstrip.

The Gooding Airport Flyers Association plans to hold their third annual fly-in breakfast and airport open house July 10, 1999, offering one of the best fly-in breakfasts in the area. We served around 900 breakfasts last year. An invitation is extended to all pilots and their families to participate.

For more information please contact Kit John at 208/886-2646 or Lois Wartluft at 208/934-4730.

Recently the Division of Aeronautics database software was upgraded to become compliant for Y2K. Apparently a portion of the information didn't transfer well and we are having a few problems, such as some pilots getting multiple registration renewals and some not getting any. If you have any questions about your registration renewals, please call Pam Franco at 208/334-8775, 800/426-4587 or email [pfranco@itd.state.id.us](mailto:pfranco@itd.state.id.us) and she will help you.

## Albion Airport

The Albion Municipal Airport, Albion, Idaho, has been closed by the City of Albion. The airport property has reverted to private ownership.

The owner will continue to operate the airport as "Private, emergency use only."

### AIRPORT DATA SHEET

Airport name: Albion

Owner: Jim Kempton

Address: 1000 S 1158 E  
Albion, ID 83311

Telephone number: 208/673-6261

Latitude: 42 23' 51.7"

Longitude: 113 33' 27.0"

Location: 01 Mile SE Albion

Elevation: 4777'

Runway length: 4500'

Runway width: 30'

Type of surface: Gravel-turf

Runway heading: 07-25

Restrictions:

☐ No restrictions: open to the public with no prior permission required

☐ Use at own risk

☐ Requires prior permission by owner before using facility

☒ Emergency only

Remarks:

West 1/3 of runway is turf, turf portion is rough

East 2/3 of runway is gravel with loose gravel to 2" in diameter

### IDAHO TRANSPORTATION DEPARTMENT

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## **1999 ACE ACADEMY**

*By: Frank Lester, Safety and Education Coordinator*

Mark your calendars! It's official. The annual ACE Academy, sponsored jointly by the Idaho Division of Aeronautics, the Federal Aviation Administration, the Idaho 99s, the Idaho Aviation Hall of Fame, the Idaho Aviation Association and the Idaho Civil Air Patrol, is coming **July 19-21, 1999**. Applications can be picked up through your son or daughter's high school or by calling the Division of Aeronautics at **208-334-8775**. The deadline for returning completed applications is **June 1<sup>st</sup>**. Please read the applications carefully as there are two new requirements added to the form: **1) There is now a requirement for a one-page essay by the applicant on why they wish to attend the ACE Academy, including their career goals; and 2) A requirement for two letters of recommendation, one from a member of their school faculty and one from someone other than a teacher or family member.** Since there are a large number of applicants and only space for 40 students, it is extremely important that these requirements not be overlooked.

As always, the ACE Academy is packed with activities from start to finish. This year we hope to have the tethered balloon flights back. Of course there will be plenty of information on aviation schools and careers, tours of the airport and National Guard facilities. Instruction in navigation and flight planning will lead to the high point of the entire three days, an actual cross country navigation flight. **DON'T MISS THE FUN!** Get your application in early.

## **47 CFI'S SUCCESSFULLY RENEW INSTRUCTOR CERTIFICATES**

*By: Frank Lester, Safety and Education Coordinator*

The Idaho Division of Aeronautics completed another successful Flight Instructor Refresher Clinic (FIRC) at the Airport Holiday Inn, Boise, February 19-20<sup>th</sup>. Forty-seven flight instructors enrolled, completing the 16 hours necessary to

renew their certificates. Subjects presented during the clinic ranged from Regulations and Airspace, to Mountain Flying, Instructor Responsibilities, GPS Procedures, Collision Avoidance and Transition Training. Guest lecturers from throughout the local aviation community conducted all presentations. Overall, the clinic was rated as an excellent review of procedures, techniques and information. The FIRC was the second clinic to employ a new schedule format, opening Friday afternoon, continuing through Friday evening and ending late Saturday afternoon. This new format, organized to avoid using up an attendee's entire weekend, was very well received by everyone who attended the FIRC. Friday's seminars included a dinner meal provided through the Holiday Inn. With a few minor changes suggested by the participating flight instructors and lecturers, we have formally instituted this schedule format for all subsequent clinics. The next FIRC is scheduled for October 29-30<sup>th</sup>, at the Shilo Inn, Idaho Falls. Look for more information on this clinic in the next issue of the *Rudder Flutter*.

## **JOHNSON CREEK FLY-IN**

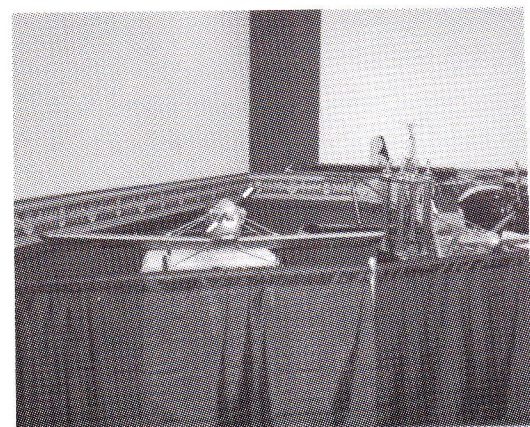
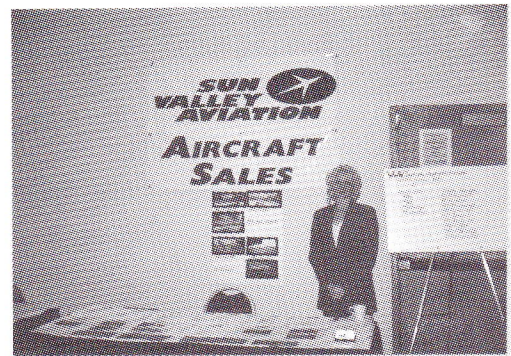
Last year the 180/185 club held its annual Johnson Creek fly-in the same weekend as the Yellow Pine Harmonica Festival. It went over so well they have scheduled it for the same weekend this year; August 6-8.

We are asking all who plan to attend this event to please be aware of the leash law for dogs and to work with caretakers Gene and Cody in scheduling of the courtesy cars and assisting in campground cleanup. More people equals more problems, so please help us in making the weekend enjoyable for all concerned.

## **MAHONEY USFS AIRPORT**

The first 600' of runway 21 has been **NOTAMED** by the Forest Service due to damage from elk.





## 1999 IDAHO AVIATION CONFERENCE

*By: Frank Lester, Safety and Education Coordinator*

The 7<sup>th</sup> Annual Idaho Aviation Conference scored another success during the three-day celebration of aviation at the Airport Holiday Inn, March 25-27<sup>th</sup>. Ron Williams opened this year's conference to a packed audience at the Thursday Kickoff Luncheon. His views on VentureStar, the commercial satellite launch program, generated electricity about the future of aviation and set a tone of excitement that carried throughout this aviation event. Over 300 enthusiasts registered for the many seminars and activities that were offered, a 33% increase over last year's outstanding event. Participants had their choice of topics from "How to Crash an Airplane ... and Survive!" to Mountain Flying, a Flying Companion Seminar, Pilots and Maintenance, Weather, First Aid, Transponder Landing Systems and many more. More than 31 vendors, local clubs and organizations displayed information and products for the many visitors to see. We added two new organizations to our list of participants: The Idaho Airport Managers Association and the Idaho Agricultural Aviation Association. Saturday's Banquet closed the festivities with a very entertaining performance by Betty Geiger-Darst in the persona of Katharine Wright, sister to Orville and Wilbur.





A special thanks goes out to all of these important groups, the many organizations donating door prizes, as well as the display aircraft from the Boise Area Radio Kontrol Society (BARKS) and a Formula I racer from Holbrook Maslen, whose continued support is absolutely essential to the conference's success. There were also four very special contributors: Western Aircraft, Aviall, Boise Air Service, and the Idaho 99s, who provided much needed financial support and to whom we owe a very large debt of gratitude.

Well, this year is over but planning has begun for next year's conference. Don't wait! Put it on your calendar now: The 8<sup>th</sup> Annual Idaho Aviation Conference, the Double Tree Riverside Hotel, Boise, March 23-25, 2000! Based on all the feedback we have received so far, we are making a quantum leap in the size of our facilities and a much broader spectrum of topics. We are increasing the number of vendors by over 25% and over half the booths have already been reserved. The excitement is building! Plan to be part of Idaho's biggest and best aviation conference yet. Above all else, **we can't do it without YOU!** Help us give you the event that you want. Give us your thoughts and suggestions. It's less than a year away. See you then!





## FYI .....

**SAFE PILOT AWARDS:** Due to an oversight, a copy of the application for the 1998 Safe Pilot Award was inadvertently omitted from last quarter's Rudder Flutter. We apologize for the oversight and have included it in this quarter's Flutter and have extended the deadline to July 1<sup>st</sup>. We hope you will take advantage of this opportunity and send in your application.

**NEW STATE AERONAUTICAL CHARTS:** If you haven't noticed already, a new Idaho Aeronautical Chart has been included with this edition of the Rudder Flutter. All Idaho registered airmen will receive a new chart, free, as one of the benefits of registering as an Idaho airman. Additional charts will cost \$5.00, regardless of whether or not you are registered. If you have friends who would like to have a chart, ask them to register and not only will they receive the new chart but will also receive a copy of the Idaho Airport Facility Directory and the quarterly newsletter, the *Rudder Flutter*. If they fly within Idaho, it will be worth their while because it costs only \$12 biennially and all funds go toward Search and Rescue operations.

**IDAHO AIRPORT FACILITY DIRECTORIES:** Due to budget constraints, no more Idaho AF/Ds will be printed this fiscal year. Current supplies are extremely limited and are being held for newly registering airmen. If you want additional AF/Ds, please wait until after July 1<sup>st</sup> to ask for them. Your cooperation in this situation will be greatly appreciated.

**The Aeronautics in-state toll free number has been changed. The new number is 800/426-4587. The Search and Rescue toll-free number remains the same at 800/346-9134.**

**Visit our website:**  
<http://www.state.id.us/itd/aero/aerohome.htm>

## 1999 Calendar of Events

### MAY

- 1 Arizona Sundance 99s Air Derby  
Peggy Peterson 602/641-7467
- 20-22 Challis River of No Return Mountain  
Flying Clinic  
Bob Plummer 208/879-5900

### JUNE

- 17-20 Challis River of No Return Mountain  
Flying Clinic  
Bob Plummer 208/879-5900

### JULY

- 6-9 McCall Mountain/Canyon Flying Seminars  
Lori MacNichol 208/634-1344
- 10 Gooding Airport Fly-Inn  
Lois Wartluft 208/934-4730  
[mcflysem@cyberhighway.net](mailto:mcflysem@cyberhighway.net)
- 13-16 McCall Mountain/Canyon Flying Seminars  
Lori MacNichol 208/634-1344  
[mcflysem@cyberhighway.net](mailto:mcflysem@cyberhighway.net)
- 16-18 Family Fly-in, West Yellowstone, MT  
John Goostrey 800/453-0001 ext. 225
- 19-21 ACE Academy, Boise  
Frank Lester 208/334-8775
- 20-23 McCall Mountain/Canyon Flying Seminars  
Lori MacNichol 208/634-1344  
[mcflysem@cyberhighway.net](mailto:mcflysem@cyberhighway.net)

### AUGUST

- 2-6 McCall Mountain/Canyon Flying Seminars  
Return students only  
Lori MacNichol 208/634-1344  
[mcflysem@cyberhighway.net](mailto:mcflysem@cyberhighway.net)
- 7-8 IAA Fly-in - Johnson Creek
- 6-8 Cessna 180/185 Club - Johnson Creek  
Al Hewitt 206/941-3052

### OCTOBER

- 29-30 FIRC, Shilo Inn, Idaho Falls  
Frank Lester 208/334-8775

### FEBRUARY, 2000

- 18-19 FIRC, Airport Holiday Inn, Boise  
Frank Lester 208/334-8775

### MARCH, 2000

- 23-25 8<sup>th</sup> Annual Aviation Conference  
Doubletree Riverside, Boise  
Frank Lester 208/334-8775

## Brown Bag Speakers

We continue to hold Brown Bag luncheons the first Wednesday of each month at the Aeronautics office. These luncheons are a great way to keep informed of what is happening and see your fellow aviators!

To get your upcoming event published in the *Rudder Flutter*, send information to Division of Aeronautics, P.O. Box 7129, Boise, ID 83707-1129. Be sure to include contact person and pertinent information. E-mail [dedaniel@itd.state.id.us](mailto:dedaniel@itd.state.id.us) or [flester@itd.state.id.us](mailto:flester@itd.state.id.us)



## **AUTO GAS REBATE**

If you use auto gas in your aircraft you should file a Form 75: IDAHO FUELS USE REPORT. You will benefit in two ways. First, you will receive a rebate for the difference between the auto gas tax rate of \$0.25 per gallon and the av gas rate of \$0.055 per gallon or 19.5 cents per gallon. Second, the 5.5 cents will go into the aviation fund, where it can benefit aviation, rather than the highway fund.

Except for funds received from the registration of airmen and aircraft, the Division of Aeronautics sole source of funding is the aviation fuel tax. All our activities as defined by Title 21 of the Idaho Code, including publications, safety seminars, search and rescue, airport grants, and maintenance of our state airstrips, are supported by this fund. Help us support you.

Obtain a Form 75 from the Tax Commission or the Division of Aeronautics. You must buy a minimum of 50 gallons and the report can be filed monthly, quarterly, or with your Idaho income tax return. Refer all questions to Randy Nilson with the Idaho Tax Commission at (208) 334-7530.

## **WILDERNESS WITHIN REACH**

In 1989 a group of wilderness aviators founded "Wilderness Within Reach" to demonstrate the need for internal trailheads to enable the physically challenged to enjoy the wilderness areas. The Part 135 operators, along with the IAA and the Ada County Aerial Sheriffs, fly 20 people into the wilderness area for an overnight camping trip. This year they will enjoy the day at Chamberlain Basin and spend the night at Johnson Creek where IAA will provide breakfast Sunday morning. The event is scheduled for August 14-15, 1999.

For more information call Joe Corlett at 336-1097.

## **1999 International Airport Facilities Conference**

Spokane International Airport is honored and excited to be the host facility for the 1999 International Airport Facilities Conference (IAFC) scheduled for July 11 - 13 at the DoubleTree Hotel \* Spokane City Center. The Chapter leadership has assembled an outstanding coordinating committee that draws on the experience of past conference chairs and the ideas of representatives from various size U.S. and Canadian airports. Seminar topics will address current issues that are important to maintenance and operations personnel as well as airport directors. Special emphasis will be placed on practical hands on instruction to insure the greatest value for your training investment.

### **Draft Agenda:**

Facility Maintenance Relating to Electrical and Plumbing Concerns and Solutions

Roof Inspections/Maintenance

Vehicle Gate Options/Maintenance

Flooring Options/Maintenance

Pavement Options/Maintenance

Snow Removal-Runway Friction

Acquiring Property from Surplus

Safety Practices During Construction

Computerized Maintenance Mgmt. Systems

### **Group Discussion:**

Day to day operations at small airports

Day to day operations at large airports

Y2K- Problems, solutions and Contingencies

Problem Solving - Maintenance Issues at small airports

Problem Solving - Maintenance Issues at large airports

For more information regarding the 1999 IAFC, please contact Janelle Olson, NWAAE, (307) 638-6231 or Todd Woodard, Spokane Airports, (509) 455-6470.

**In Memory of  
Chriss Monk**

**1939-1999**

All of us at the Division of Aeronautics wish to join the members of the Top Fun Flyers and all aviators in extending our deepest sympathies to the family and friends of Chriss Monk for their loss. Chriss, who was killed in the crash of his Flightstar II on February 5, 1999, will be sincerely missed. The loss of one of our own is felt by all.

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